Derek Schreiber.

Wing Cdr. F. W. Stent.

R. J. Waight.

Ken Waller.

place, and brought the machine back to this country within less than a fortnight of the start from Mildenhall, having covered in that time some 23,000 miles. In December, 1935, Waller flew the Comet from Brussels to the Belgian Congo and back in company with a Belgian pilot in less than 45 hours' flying time In the King's Cup Race Waller will fly the actual Comet on which Scott and Campbell Black won the England-Australia race.

C. H. WILLIS (B.A. Eagle, No. 30).—Entered for the race by W. C. Potter, an official of the Insurance Flying Club, Willis recently became an assistant instructor to the Club. He was one of the first members of the R.A.F.V.R. to be trained at the Hanworth School. He has had no extensive racing experience, though he took part in the Isle of Man race last June with Mr. C. B. Field in the Tomtit. He is a Londoner, 28 years of age.

A PROPORTIONAL DEPARTURE

Miles Hobby is Longer Than its Span : Wide Track : Series II Gipsy Major

With its feet tucked up, and with a final coat of dope, the Miles Hobby will look far prettier than it does in this, its experimental state. Other photographs appear elsewhere in this issue.

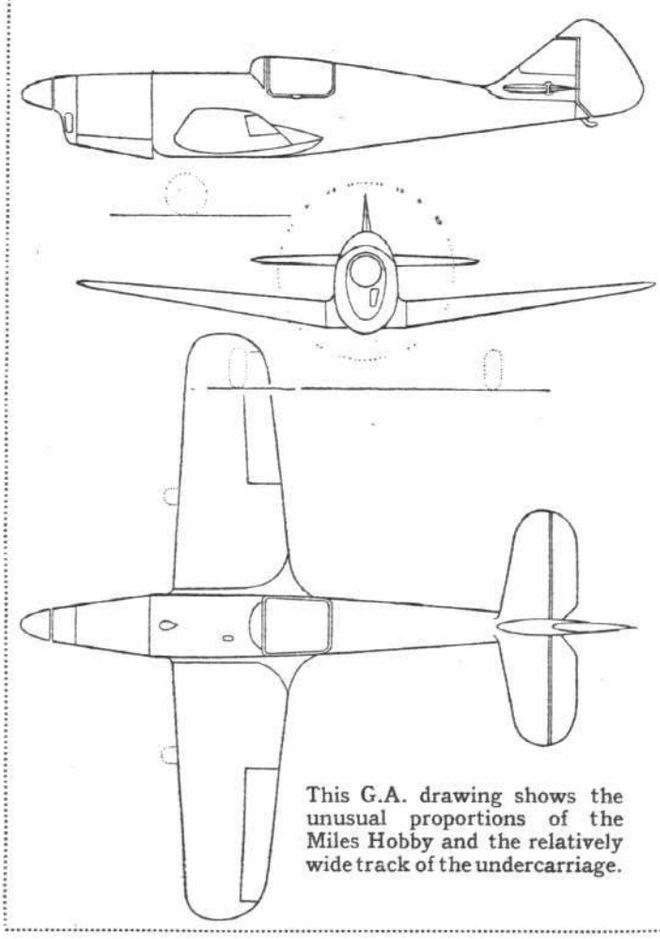
A CHARACTERISTIC feature of M. Marcel Riffard's Caudron racing monoplanes has been the unusual length of the fuselage in relation to the wing. Such proportions have rarely, if ever, been seen in this country, which makes the design of the new Miles Hobby King's Cup racing monoplane all the more interesting.

The actual dimensions are: Span 21ft. 5in., length 22ft. 8in., height (to tip of airscrew) 8ft. 7in., wing area 80 sq. ft.

A Gipsy Major Series II engine is fitted, driving, of course, a "1,000" size D.H. v.p. airscrew. The undercarriage—of no less than 9ft. 6in. track—retracts inwardly and Miles flaps are used in the cockpit enclosure. A very neat Perspex windscreen is incorporated.

The Hobby made its first flight only a few days ago, so complete performance figures are not available. A reasonable estimate of the maximum speed, however, would be a few m.p.h. plus or minus 200 m.p.h.

It is unlikely that the Hobby will be quite as fast as its rival—the T.K.4—in view of its somewhat larger size and greater wing area.



This G.A. drawing shows the unusual proportions of the Miles Hobby and the relatively wide track of the undercarriage.

R.Ae.S. Examinations

THE next Associate Fellowship and Associate Membership examinations of the Royal Aeronautical Society will be held at 7, Albermarle Street, London, W.1, on Wednesday, December 8, and Thursday, December 9. Intending candidates should send in their entries before September 30, 1937.

Hangar Construction Tenders

THE Indian Stores Department is calling for tenders for the supply and erection of an aircraft hangar, 200ft. long by 100ft. clear span, for the Royal Air Force at Karachi. Details are obtainable from the Department of Overseas Trade. The invitation remains open until September 27.